

REMARKS

In response to the Office Action, dated February 25, 2005, Applicant respectfully requests reconsideration of the rejections set forth by the Examiner under 35 U.S.C. §§ 101 and 102(e). Applicant submits that the reference of record fails to either teach or suggest Applicant's presently claimed invention.

Applicant has modified the independent claim to clearly define the invention's function. Advantageously, the claimed inventive database may be utilized by any device or method for conversion of dates or times from one time zone to another. There is simply no teaching or suggestion whatsoever concerning the use of a local shift time associated with a timezone in conjunction with an anchor shift time associated with each said local shift time.

Hayes et al., U.S. Patent No. 6,366,834, is directed to display time method using stored delayed time (or times) from the standard time for every state, monitoring the position of a vehicle, and referring to the stored information to perform a time display on the basis of the delay time corresponding to the time zone. Col. 1, line 65 - Col. 2, line 14. Hayes et al. describes the delay time as merely the delay in time from Greenwich standard time. Col. 1, lines 8-10. For example, the Eastern time zone has a 5-hour delay time from the Greenwich standard time, while the Central time zone has a 6-hour delay time from the Greenwich standard time. Col. 1, lines 12-19. Hayes et al. discloses a difference in time database that includes information such as number of time zones to which a state belongs, delay time from Greenwich standard time, whether a state belongs to a plurality of time zones, information on whether or not daylight savings is enforced, and delay time from Greenwich standard time of summer time and winter time. See Figure 4; Col. 4, lines 15-31. Hayes et al. explains that

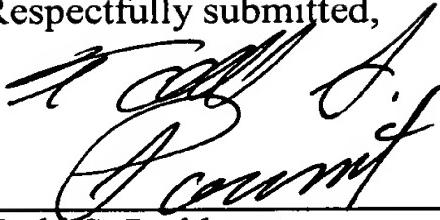
the time generating portion calculates the present time TDL on the basis of the difference in time obtained from the delay time information in the time information database. Col. 6, lines 21-28; lines 45-52. Additionally, if the state in which the vehicle is present enforces daylight saving, the difference in time calculating portion decides whether summer or winter time is employed in consideration of the present date and time and outputs a difference in time corresponding to the summer or winter time difference in time. Col. 6, lines 53-67. However, the presently claimed invention is patentably different because it uses at least one local shift time and corresponding anchor shift time which are relative to a reference date time at an arbitrary location. The presently claimed invention provides that the local shift time is a time when a local shift occurs as perceived by one in the timezone immediately following the advance or reversal of clock time that accompanies the local time shift whereas the anchor shift time is an elapsed time at the anchor location since the reference date-time. This is simply different than the delay time information of Hayes et al. Additionally, by way of example, the presently claimed invention allows the same local time shift and anchor shift time information to perform calculations including daylight savings time. On the contrary, Hayes et al. requires a specific determination of whether daylight savings time is enforced and thereafter requires the use of summer or winter time difference to perform conversion calculations.

The reference of record fails to teach or suggest the presently claimed invention. These advances are now clearly recited in the claims. Applicant respectfully submits that all claims are in condition for allowance.

Appl. No. 09/757,939
Amdt. Dated August 24, 2005
Reply to Office Action of February 25, 2005

Date: August 24, 2005

Respectfully submitted,



(Reg. #26,494)

Todd S. Parkhurst
HOLLAND & KNIGHT LLP
131 S. Dearborn, 30th Floor
Chicago, Illinois 60603
Tel: (312) 263-3600
Attorney for Applicant